CAPSULE SUMMARY SHEET

Survey No.: CE-1470 **Construction Date:** 1932

Name: Bridge No. 7053, MD 286 over Back Creek

Location: MD 286 over Back Creek, Chesapeake City vicinity, Cecil County

State Ownership / Present Use: Transportation / Status: In use / Condition: Fair / Unrestricted Access

Description:

Bridge 7053 is a single-span concrete slab bridge which carries MD 286 over Back Creek on the eastern edge of Chesapeake City, Cecil County. Constructed in 1932, the bridge was constructed to the specifications of the 1930 State Roads Commission standardized plan. The bridge has a clear span of 20'-0" and an out-to-out width of 30'-5". The pierced concrete parapets have paneled end blocks and are capped with an articulated concrete coping. Metal W-beam guardrails are attached to the ends of the parapets. The substructure of the bridge consists of concrete abutments and four flared concrete wingwalls. The wingwalls are ornamented with an incised molded chamfering. The bridge has areas of severe scalling with loose aggregate and several large cracks.

Significance:

Bridge 7053 was constructed in 1932 as part of improvements undertaken by the U.S. Army Corp of Engineers to improve the harbor at Chesapeake City. This harbor improvement was a component of a large-scale improvement of the Inland Waterway from the Delaware River to the Chesapeake Bay. Bridge 7053, constructed according to standardized plans of the State Roads Commission, replaced a nearby drawbridge across Back Creek. The bridge retains good integrity of all of the Character-Defining Elements (CDEs) of a concrete slab bridge. This concrete slab standard plan bridge was determined eligible for the National Register of Historic Places as an intact example of the U.S. Army Corp of Engineers' improvements to Chesapeake City Harbor in the 1930s by the Interagency Committee. Since this structure will be demolished, this documentation is provided as mitigation for an Memorandum of Agreement between the Maryland Historical Trust and the State Highway Administration/Federal Highway Administration.

Preparer:
KCI Technologies, Inc.
July 2000

Survey No. CE-1470

Maryland Historical Trust
Maryland Inventory of Historic Properties

DOE ☐ yes ☐ no

1. Name

historic SHA Bridge No. 7053 / MD 286 over Back Creek (Preferred)

and/or common

2. Location

street & number: MD 286 over Back Creek ☐ not for publication

city, town vicinity of Chesapeake City congressional district

state Maryland county Cecil

3. Classification

Category	Ownership	Status	Present Use	
☐ district	☒ public	☒ occupied	☐ agriculture	☐ museum
☐ building(s)	☐ private	☐ unoccupied	☐ commercial	☐ park
☒ structure	☐ both	☐ work in progress	☐ educational	☐ private residence
☐ site	**Public Acquisition**	**Accessible**	☐ entertainment	☐ religious
☐ object	☐ in process	☐ yes: restricted	☐ government	☐ scientific
	☐ being considered	☒ yes: unrestricted	☐ industrial	☒ transportation
	☒ not applicable	☐ no	☐ military	☐ other:

4. Owner of Property (give names and mailing addresses of all owners)

name State Highway Administration

street & number: 707 North Calvert Street telephone no.:

city, town Baltimore state and zip code: MD 21202

5. Location of Legal Description

courthouse, registry of deeds, etc. Cecil County Courthouse liber:

street & number 129 E. Main Street folio:

city, town Elkton state Maryland

6. Representation in Existing Historical Surveys

title Maryland Department of Transportation, State Highway Administration, Concrete Slab Bridges

date May 1996 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust

city, town Crownsville state Maryland

7. Description

Survey No. CE-1470

Condition		Check one	Check one	
☐ excellent	☒ deteriorated	☒ unaltered	☒ original site	
☐ good	☐ ruins	☐ altered	☐ moved	date of move

Resource Count: 1

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Bridge No. 7053 carries MD 286 over Back creek on the eastern edge of Chesapeake City in the southern part of Cecil County. To the north is the harbor of Chesapeake City, formed as Back Creek widens into the Chesapeake and Delaware Canal; to the south is a marshy area along the creek; to the east is a small park, and a garage maintained by the Army Corps of Engineers; and to the west are some modern houses. The creek flows from south to north.

The structure is a single-span concrete slab bridge built in 1932 with a clear span of 20'-0". The open concrete parapets are decorated with paneled end blocks and capped with an articulated concrete coping. The concrete abutments and wing walls are incised with molding chamfering. The bridge has an out-to-out width of 30'-5". A 1994 inspection found that the breastwall of the east abutment had three large areas of severe scaling with loose aggregate. The breastwall also exhibits three full-height, vertical cracks up to one inch wide. The state inspector recommended that this bridge be replaced in the near future with a longer span structure to increase the hydraulic opening and to eliminate the scour problem. There have been no major alterations to the bridge.

8. Significance

Survey No. CE-1470

Period	Areas of Significance – Check and justify below			
☐ prehistoric	☐ archaeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400-1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600-1699	☐ architecture	☐ education	☐ military	☐ social/ humanitarian
☐ 1700-1799	☐ art	☐ engineering	☐ music	
☐ 1800-1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☒ 1900-	☐ communications	☐ industry	☐ politics/government	☒ transportation
	☐ invention			☐ other (specify)

Specific Dates: 1932 **Builder/Architect: U.S. Army Corps of Engineers**

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D
and/or
Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☒ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support

Bridge No. 7053 is a single-span concrete slab bridge built in 1932 with a clear span of 20'-0". The bridge was built by the U.S. Army Corps of Engineers under Act of Congress (Public No. 520-71st Congress) in connection with improvements to the Inland Waterway, Delaware River to Chesapeake Bay. This bridge replaced an existing drawbridge across Back Creek which was located near the current bridge. Constructed by the Corps of Engineers, Bridge No. 7053 has not been significantly altered. The construction of the bridge was part of a large project undertaken by the Corps of Engineers between 1930 and 1932 to improve the harbor at Chesapeake City, Maryland. The creation of this harbor created facilities for sailboats which attracted large numbers of boaters from outside the area. The project, therefore, had a significant effect on the local economy of the town.

Bridge No. 7053 is an example of a concrete slab standard plan bridge. The slab bridge design follows the State Roads Commission standardized plan of 1930. Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

In the early years, there Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic , with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War II.

8. Significance (Continued)

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs. Published on a single sheet, the 1912 standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments featured a solid parapet that was integrated into the slab with a roadway of 22 feet.

In the Report for the years 1916-1919, revisions to the standard plans were noted. Published on separate sheets, the new standard plans for slab bridges reveal that the majority of the changes were related to an increase in roadway width from 22 feet to 24 feet, and a redesign of the reinforcement (State Roads Commission 1919). The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

The 1924 Standard Plans remained in effect until 1930, when the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

8. Significance (Continued)

National Register Evaluation:

Bridge No. 7053 retains good integrity of all of the Character-Defining Elements (CDEs) of a concrete slab bridge. This concrete slab standard plan bridge was determined eligible for the National Register of Historic Places as an intact example of the U.S. Army Corp of Engineers' improvements to Chesapeake City Harbor in the 1930s by the Interagency Committee. Since this structure will be demolished, this documentation is provided as mitigation for an Memorandum of Agreement between the Maryland Historical Trust and the State Highway Administration/Federal Highway Administration.

MARYLAND HISTORICAL TRUST

Eligibility recommended: ✓ Eligibility Not Recommended:

Comments:

Reviewer, OPS: Andrew Levin Date: 09/18/01

Reviewer, NR Program: [illegible] Date: 9/18/01

9. Major Bibliographical References

Survey No. CE - 1470

See Continuation Sheet

10. Geographical Data

Acreage of nominated property

Quadrangle name Elkton, MD

Quadrangle scale 1: 24,000

Verbal boundary description and justification
See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state N/A	code	county	code
state N/A	code	county	code

11. Form Prepared By

name/title Paula A. C. Spero/James H. Bailey

organization KCI Technologies, Inc. date July 2000

street & number 10 North Park Drive telephone 410-316-7800

city or town Hunt Valley state/zip Maryland, 21030

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposed only and do not constitute any infringement of individual

Return to:

Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

9. Major Bibliographical References (Continued)

Cecil County Commissioners
1930 Cecil County Commissioners Minute Books. October 1, 1930.

Lake, Griffin, and Stevenson
1877 *1877 Atlases and other Early Maps of the Eastern Shore of Maryland.* Published by authors, Philadelphia.

Maryland State Highway Administration inspection/bridge files.

Maryland State Roads Commission
1912b *Standards.* State of Maryland, State roads Commission, Baltimore.

1919 *Standards Plans.* State of Maryland, State roads Commission, Baltimore.

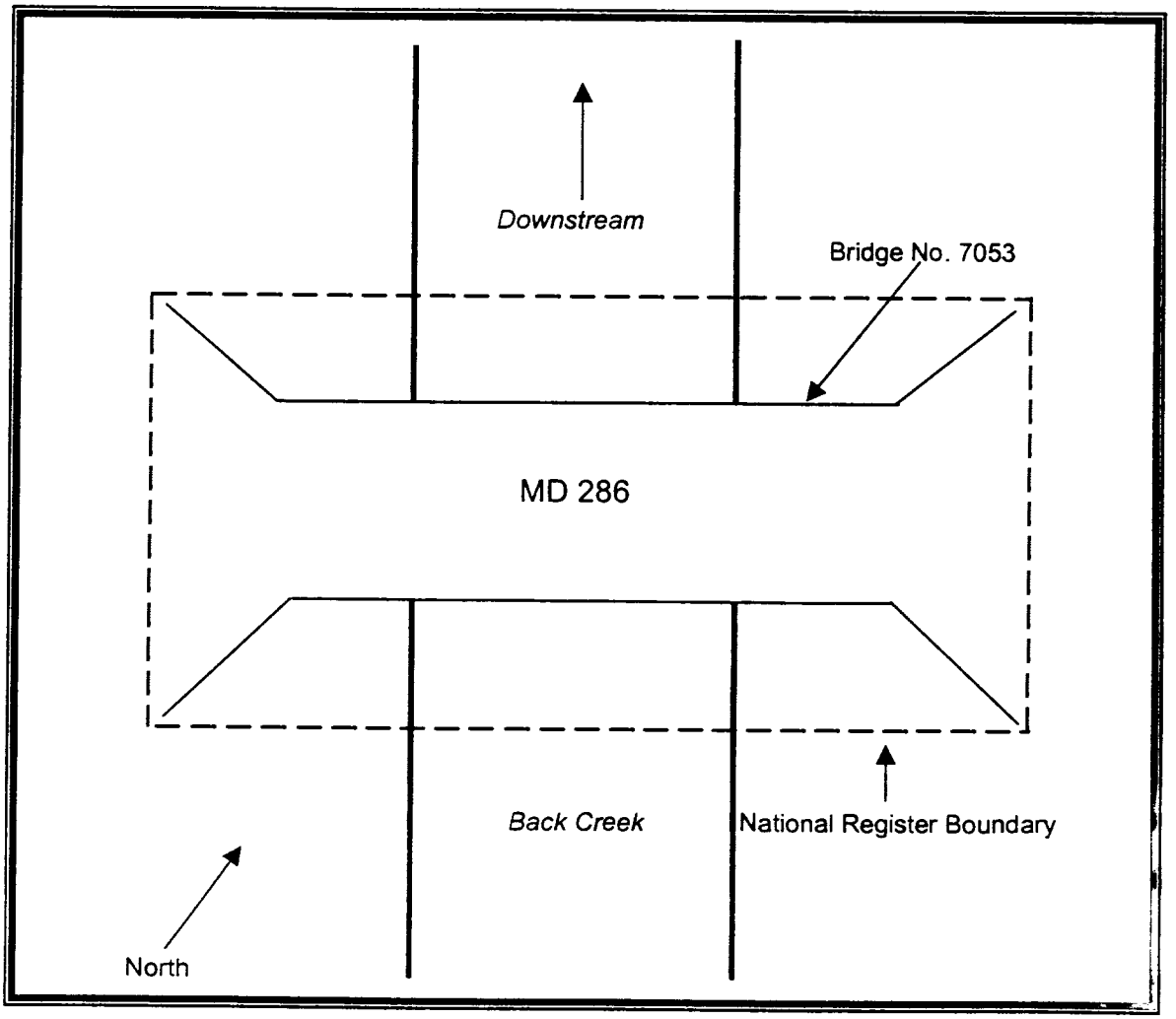
1920b *Standards Plans.* State of Maryland, State roads Commission, Baltimore.

1930b *Standards Plans.* State of Maryland, State roads Commission, Baltimore.

P. A. C. Spero & Company and Louis Berger & Associates
1993 *Historic Bridges in Maryland: Historic Context Report.* Prepared for the Maryland State Highway Administration.

10. Geographical Data(Continued)

National Register Boundary Map and Resource Sketch Map:



Bridge No. 7053
MD 286 over Back Creek
MHT #: CE-1470
Quad Name: Elkton, MD
LOCUST POINT
MC KEOWN ROAD
SPEARS HILL RD
KNIGHTS WOODS
CORNER ROAD
NECK ROAD
Gate
LEVEE
PRIVATE
Radio Tower
Canal
Dans
Mooring Basin
Green Pt
Chesapeake City
Cem
WT
Chesa
CHESAPEAKE
Bethel
SPOIL AREA
R Tr
Boat Ramp
Park
Picnic Area
CE-1470
7053
Trailer Park
Sharber
St Basils Ch
PO
Bohemia Manor High Sch
Creek
BACK
Long
ON LEVEE
ROAD
BM 36
BM 45
BM 42
BM 6
BM 7
BM 62
BM 72
285
286
342
213

MD 286 over Back Creek
CE-1470
Cecil County, MD
Robert C. Shelly, KCI Technologies
June 2000
NE environmental-looking SW.

MD 286 over Back Creek
CE-1470
Cecil County, MD
Robert C. Shelly, KCI Technologies
June 2000
W environmental-looking E.

MD 286 over Back Creek
CE-1470
Cecil County, MD
Robert C. Shelly, KCI Technologies
June 2000
E environmental-looking W.

MD 286 over Back Creek

CE-1470

Cecil County, MD

Robert C. Shelly, KCI Technologies

June 2000

W approach.

MD 286 over Back Creek
CE-1470
Cecil County, MD
Robert C. Shelly, KCI Technologies
June 2000
E approach.

MD 286 over Back Creek

CE-1470

Cecil County, MD

Robert C. Shelly, KCI Technologies

June 2000

N elevation

MD 286 over Back Creek
CE-1470
Cecil County, MD
Robert C. Shelly, KCI Technologies
June 2000
SE oblique of S elevation w/SW wingwall.

MD 286 over Back Creek

CE-1470

Cecil County, MD

Robert C. Shelly, KCI Technologies

June 2000

N balustrade - S side

MD 286 over Back Creek

CE-1470

Cecil County, MD

Robert C. Shelly, KCI Technologies

June 2000

Detail of SW wingwall

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-1470

Name: 7053/MD 286 over Back Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X____ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS:_Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. CE-1470

SHA Bridge No. 7053 Bridge name MD 286 over Back Creek

LOCATION:
Street/Road name and number [facility carried] MD 286

City/town Chesapeake City Vicinity X

County Cecil

This bridge projects over: Road ____ Railway ____ Water X Land ____

Ownership: State X County ____ Municipal ____ Other ____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes ____ No X
National Register-listed district ____ National Register-determined-eligible district ____
Locally-designated district ____ Other ____

Name of district ____

BRIDGE TYPE:
Timber Bridge ____:
Beam Bridge ____ Truss -Covered ____ Trestle ____ Timber-And-Concrete ____

Stone Arch Bridge ____

Metal Truss Bridge ____

Movable Bridge ____:
Swing ____ Bascule Single Leaf ____ Bascule Multiple Leaf ____
Vertical Lift ____ Retractile ____ Pontoon ____

Metal Girder ____:
Rolled Girder ____ Rolled Girder Concrete Encased ____
Plate Girder ____ Plate Girder Concrete Encased ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever ____

Concrete X:
Concrete Arch ____ Concrete Slab X Concrete Beam ____ Rigid Frame ____
Other ____ Type Name ____

DESCRIPTION:

Setting: Urban _____ **Small town** X **Rural** _____

Describe Setting: Bridge No. 7053 carries MD 286 over Back Creek on the eastern edge of Chesapeake City in the southern part of Cecil County. To the north is the harbor of Chesapeake City, formed as Back Creek widens into the Chesapeake and Delaware Canal; to the south is a marshy area along the creek; to the east is a small park, and a garage maintained by the Army Corps of Engineers; and to the west are some modern houses. The creek flows from south to north.

Describe Superstructure and Substructure:

The structure is a single span concrete slab bridge built in 1932 with a clear span of 20'- 0" and a total length of 23'. The open concrete parapets are decorated with paneled end blocks and capped with articulated coping stones. The concrete abutments and wing walls are incised with molded chamfering. The bridge has an out-to-out width of 30'-5". A 1994 inspection found that the breastwall of the east abutment had three large areas of severe scaling with loose aggregate. The breastwall also exhibits three full-height, vertical cracks up to one inch wide. The state inspector recommended that this bridge be replaced in the near future with a longer span structure to increase the hydraulic opening and to eliminate the scour problem.

Discuss Major Alterations:

There have been no major alterations to this bridge.

HISTORY:

WHEN was the bridge built 1932

This date is: Actual X **Estimated** _____

Source of date: Plaque _____ **Design plans** _____ **County bridge files/inspection form** _____

Other (specify): US Corps of Engineers files located at site

WHY was the bridge built?

The US Army Corps of Engineers constructed this bridge in 1932 in connection with improvements to the Inland Waterway Delaware River to Chesapeake Bay. This construction was undertaken by the Corps of Engineers under Act of Congress (Public No. 520-71st Congress). This bridge replaced an existing draw bridge across Back Creek which was located near the current bridge. This was necessary to facilitate the replacement of a bridge carrying MD 213 over the Inland Waterway.

WHO was the designer?

US Army Corps of Engineers. Standard Plans are on file at a US Army Corps of Engineers warehouse at the bridge site.

WHO was the builder?

US Army Corps of Engineers

WHY was the bridge altered?

This bridge has not been altered.

Was this bridge built as part of an organized bridge-building campaign?

The US Army Corps of Engineers constructed this bridge in 1932 in connection with improvements to the Inland Waterway Delaware River to Chesapeake Bay. This construction was undertaken by the Corps of Engineers under Act of Congress (Public No. 520-71st Congress). This bridge replaced

an existing draw bridge across Back Creek which was located near the current bridge. This was necessary to facilitate the replacement of a bridge carrying MD 213 over the Inland Waterway.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

Was the bridge constructed in response to significant events in Maryland or local history?
Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916 -1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer stated in 1906, "The general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do way with the further expense of the maintenance of expensive and dangerous wooden structures". Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs.

Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

In the Report for the years 1916-1919, a revision of the standard plans was noted:

> During the four years covered by this report, it has been found necessary to revise our standard plans for culverts and bridges, to take care of the increased tonnage which they have been forced to carry. Army cantonments...increased their operations several hundred per cent, and the brunt of the enormous truck traffic resulting therefrom, was borne by the State Roads of Maryland. In addition to these war activities, freight motor lines from Baltimore to Washington, Philadelphia, New York, and various points throughout Maryland, and the weight of many of these trucks when loaded, was in excess of the loads for which our early bridges were designed (State Roads Commission 1920:56).

Published on separate sheets, the new standard plans (State Roads Commission 1919) for slab bridges reveal that the major changes was an increase in roadway width from 22 feet to 24 feet and a redesign of the reinforcement. The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

The 1924 standard plans remained in effect until 1930, when the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase load bearing capacities. The reinforcing bars were increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?
The construction of Bridge No. 7053 was part of a large project undertaken by the U.S. Army Corps of Engineers between 1930 and 1932 to improve the harbor at Chesapeake City, Maryland. The creation of this harbor created facilities for sailboats which attracted large numbers of boaters from outside the area. This project, therefore, had a significant effect on the local economy of the town.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?
No, the bridge is located outside the historic area of Chesapeake City.

Is the bridge a significant example of its type?
No, it is an undistinguished example of a standardized concrete slab bridge.

Does the bridge retain integrity of important elements described in Context Addendum?
Yes, the character defining elements have retained their integrity.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
No, this is a bridge built from standardized plans.

CE-147c

Should the bridge be given further study before an evaluation of its significance is made?
This bridge does not warrant further study.

BIBLIOGRAPHY:

County inspection/bridge files **SHA inspection/bridge files** X
Other (list):
Lake, Griffin, and Stevenson, 1877 Atlases and other Early Maps of the Eastern Shore of Maryland, Philadelphia, 1877.

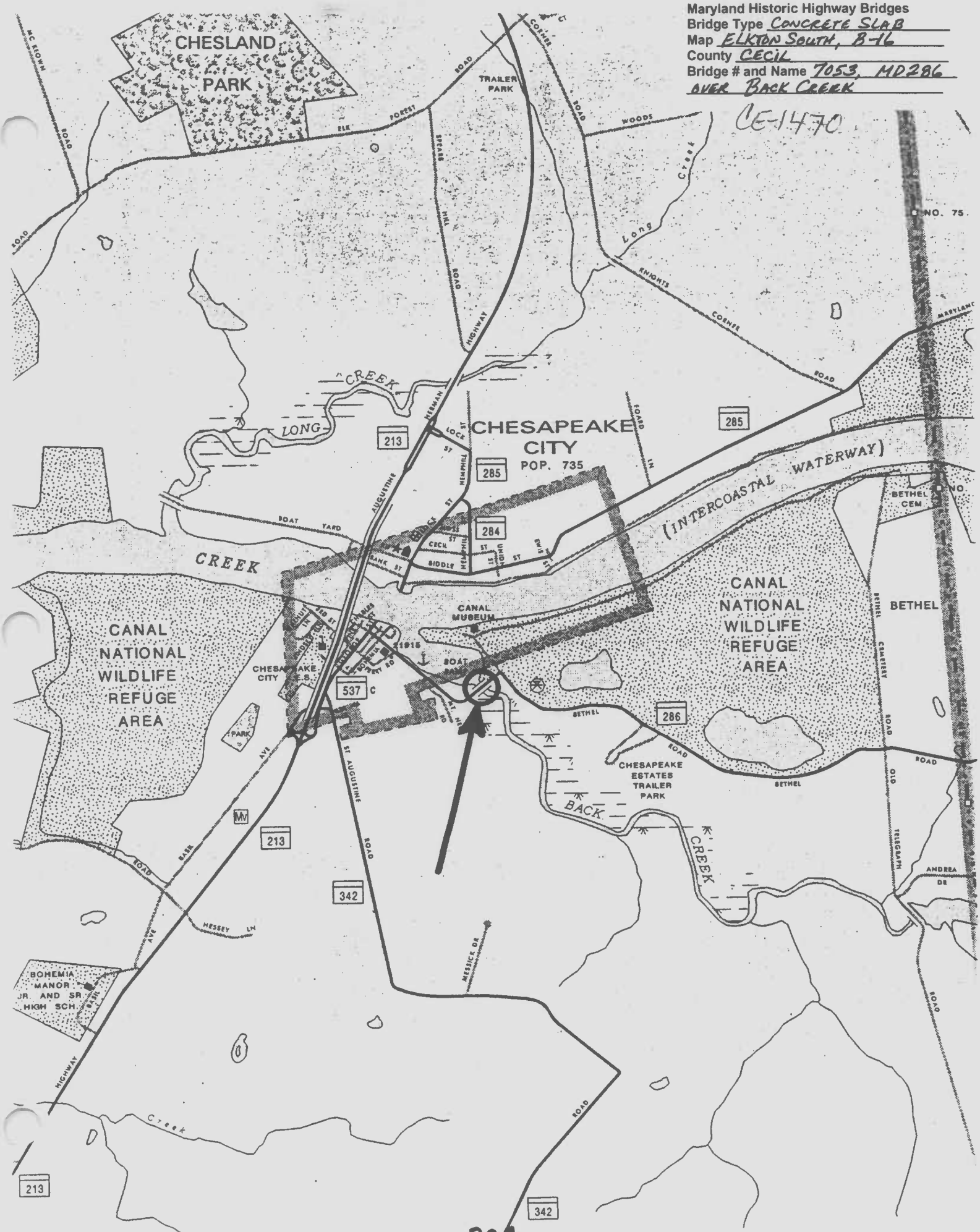
Cecil County Commissioners Minute Books, October 1, 1930, p.355.

SURVEYOR:

Date bridge recorded 8/9/95
Name of surveyor Daniel Moriarty
Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204
Phone number 410-296-1635 **FAX number** 410-296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map ELKTON SOUTH, B-16
County CECIL
Bridge # and Name 7053, MD286
OVER BACK CREEK

CE-1470



CE 1470
CECIL COUNTY, MD

MATT HURLEY

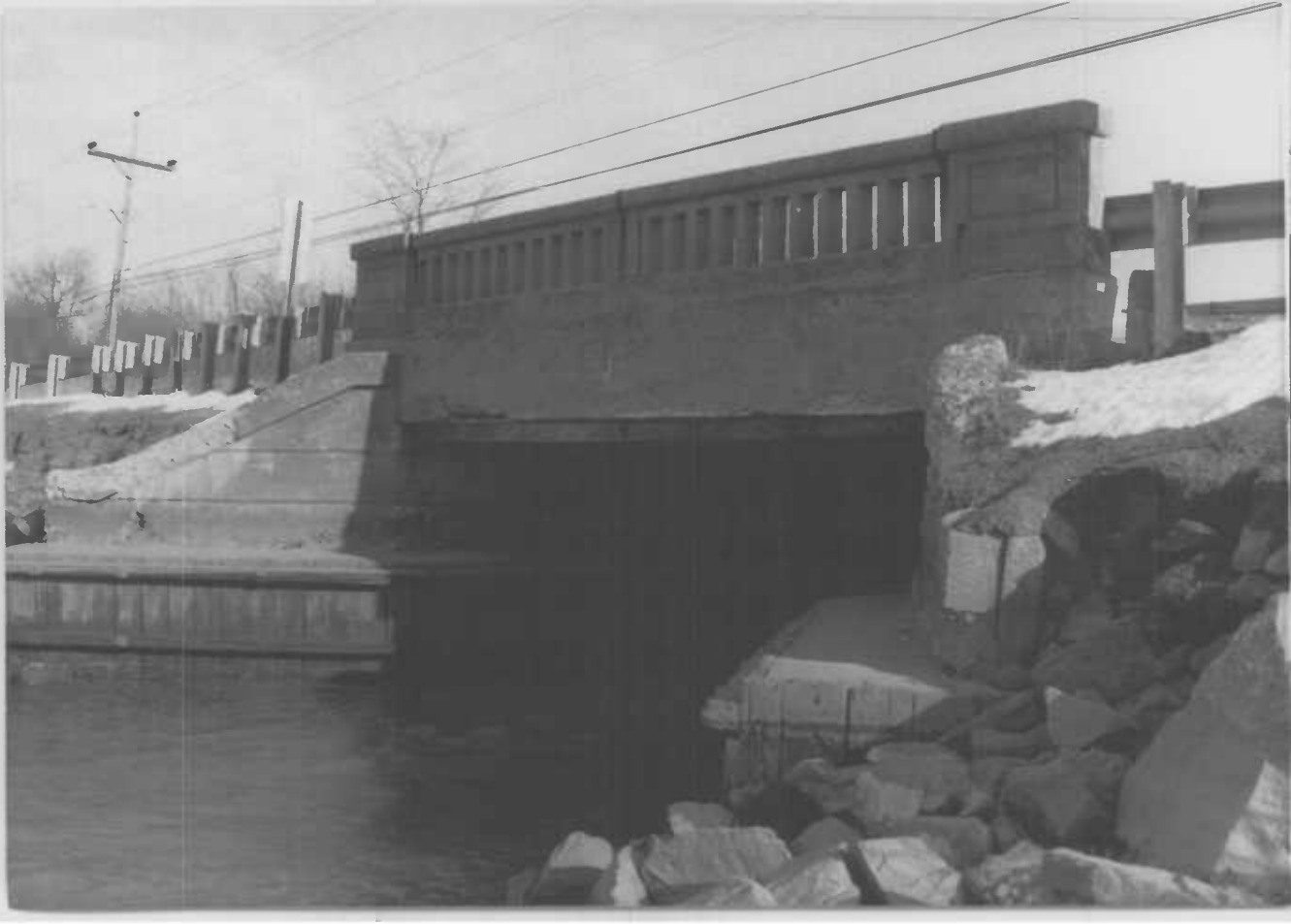
FEB 14 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO 7053

UPSTREAM SIDE OF BRIDGE

1 OF 2



CE 1470
CECIL COUNTY, MD

MATT HURLEY

FEB 14 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO 7053

DOWNSTREAM SIDE OF BRIDGE

2 OF 2